

Flypaper

August 2011



The *Flypaper* is a
monthly publication of
**The Fox Valley
Aero Club**

An Illinois not-for-profit
Corporation

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2011 Festival of Flight ! see page 4

AMA Gold Leader Club



Academy of Model
Aeronautics Charter
Club #252

Joe Pedone photo

New this month:
Officer / Chairperson Reports
Shots From the Field

Festival of Flight Report
Meet the Members





PRESIDENT'S MESSAGE Tom Spriet-president@foxvalleyaero.com

Fellow Members,

Here it is August 1st and only three events left on our 2011 calendar. The days are getting shorter, but not any cooler. Hopefully the monsoons of the Festival weekend are gone. When you read this the IMAC contest should be one day away, with only the turkey fry and Christmas party in front of us.

Our flying season is fleeting by, and yet some of the best flying weather is still ahead. With our contest calendar behind us, just come out and fly..fly..fly..

We, the Board, are in the process of changing our current bylaws to better meet our needs and to outline the process of being able to vote for your Officers and Directors via a method other than being present at the Christmas party. I believe part of the thought behind coming to the Christmas party was to mingle and gel as a group; to be able to reflect back on events of the past and talk about the future.

I want to thank all that helped this year with our events; those who participated in the kid's fly, who attended the pig roast and made it the success that it was. Thanks to all the members that stuck it out at our Festival with the less-than-perfect weather Mother Nature gave us. Even though the weather was less-than-perfect, I received several e-mails from folks that very much enjoyed their time at Fox Valley Aero Club. While some think Fox Valley Aero Club is just a place—it's a group of great people with the love for having a good time with friends that really makes it the fantastic place that it is.

See you at the field—

Tom Spriet

Tom Spriet photo



Storm overtaking the field Friday morning before the Festival of Flight.

VICE PRESIDENT'S MESSAGE

John Turner—vicepresident@foxvalleyaero.com

The 2011 Festival of Flight is the "Super Bowl" for model R/C aircraft and experienced pilots who attended this year's event! Pilots came from as far as Ontario, Canada and Louisville, KY with many other fliers from the Chicagoland area. A big thanks goes to the FVAC members and the planning committee for making this year's event a success and safe. Despite extreme hot weather and frequent rain showers, pilots were able to fly scale, sport, military, and jet aircraft, including helicopters during the two-day event. Spectators filled the parking lot both days to watch the FVAC "go wild" with their unique flying machines.

Dan Knippen will host/CD the 2011 IMAC at the FVAC in August which will again bring out skilled pilots and larger aircraft. These 30-40% machines will go through various maneuvers as pilots are graded on their precise "go wild" acrobatics. This event will conclude our summer's activities with only a few months to the annual turkey fry!

Enjoy the flying days ahead and fly safe.

JT

Icon A5 BNF by
ParkZone PKZ5880



TREASURER'S REPORT

Paul Jacobs—treasurer@foxvalleyaero.com

Another busy month has gone by and the 2011 Festival is behind us. Doug is writing a detailed article about the event, so I would just like to say "Thank You" to all the members that devoted a lot of their time and efforts to the event. Unfortunately, the weather did not cooperate with us this year and kept the crowds away despite the promotional efforts put forth. It's hard to get excited about an outdoor event when you wake up to rain and extreme heat. At least the membership had two good afternoons of flying and we look forward to clear skies next year.

The treasury remains in good shape and we are well within budget for the year. We did pick up a couple of new members last month which helps offset some of our costs. Membership now stands at 209.

Hopefully you will be reading this prior to Aug 6th which is the first day of our IMAC contest to be held this weekend.

My practice time has been limited due to the weather and dumb thumbs so my involvement this year will be as scorer. It's better and safer to have me under the canopy than on the flight line with the year I'm having. Can you believe I lost an engine (fell off) my Dualist sitting on the bench while Dan was trying to start it!

I was informed last night that another friend and flying partner passed away last week in Florida. Owen Richards lived in the Warrenville/Aurora area most of his life and flew at the Fox Valley R/C Squadron field at Rt. 30 and Rt. 34 for years and was also a member of the Fermilab R/C Club in Warrenville. Owen was an avid IMAA member, but also competed in U-control aerobatics at the local and National level. Rest in peace my friend.

'Till next month,
Paul



Fox Valley Aero Club

FESTIVAL

Report by Doug Swanson

Photos by Dale Gathman, Joe Pedone & Doug Swanson

THE 2011 FOX VALLEY Aero Club Festival of Flight was held over the weekend of July 23rd-24th. Despite some less-than-favorable weather, pilots and spectators came out in respectable numbers to enjoy a celebration of flight. 76 registered pilots traveled from four states and Canada, bringing over 90 aircraft of all

OF FLIGHT



Piotr Niedoba's 50%-scale Christen Eagle, 3W 220 4 cyl.; turns a Biela 33x12 prop at 5,500 r.p.m.



Byron P-51 flown by Armin Weber, G 62 power



Dave White came all the way from Ontario, Canada with this Robart P-47, D.A. 85 cc



Top Flite DC-3 by Tom Densmore. 80" w.s., Robart retracts, Saito .40's.



Fairchild C-119c Flying Boxcar by Carl Bachhuber of Mayville, WI. 178" w.s., 95 lbs., Zenoah GT 80's

sizes and types. There were sport and scale designs, micro-size and giant scale, propeller driven aircraft with electric, glow or gas power, turbine powered jets, helicopters, and gliders. Even though the weather put a damper on each



Smoke on! L-39 by Dave Murray



Lewis Patton's FeiBao F-15E Strike Eagle



Lewis Patton made the trip from Kentucky this year. His F-15E Strike Eagle is by FeiBao. Lewis powers it with a Jet Central Mammoth turbine and a JR 12X radio with 14 servos provides the control.



Swedish Days parade float carrying Club members' aircraft and banners designed by the author.



morning's activities, both days cleared up nicely and allowed the "show to go on".

The Festival of Flight Contest Director, Paul Jacobs, did a great job organizing an event that was as much fun for the spectators as it was for the pilots. Club President, Tom Spriet, promoted the event with a Geneva

Our field maintenance chairman, Greg Bohler, made sure the field was in tip-top shape for the event. Club Secretary, Tony Sokol, did an excellent job as announcer; keeping the crowd informed of the

pilots and their aircraft throughout the weekend. A 40' x 80' tent was erected for overnight airplane storage and charging. A big THANK YOU goes out to the members of the Civil Air Patrol, who volunteered their time as guards for the tent on Friday and Saturday night. Delicious food could be purchased at a concession stand operated by Suzie's Fun Foods, out of St. Charles.

As I left the house Saturday morning, I thought for sure that it would be raining when I arrived at the field. I pulled in around 8:00 a.m. to find a flurry of activity. Canopies were sprouting up all along the flight line, aircraft were being brought out and assembled, and the clouds had not yet begun to release their moisture—excellent! My canopies went up, and the Pawnee was assembled and ready to go. A quick check of the radar on the phone showed that as the storms approached, they were breaking up!



Around 9:00 a.m., Tom Siwek called a pilots meeting. He did a great job explaining the safety rules and flight operations

Club Secretary, Tony Sokol, kept the crowd informed throughout the weekend



**Boomerang XL2
flown by John Roth,
KingTech K170
turbine, Spring Air
retracts**

for the day. Afterwards, planes started to take to the skies. Unfortunately, after a few flights, the clouds couldn't hold it anymore, and it started to rain; nothing heavy, just enough to ground the planes. Luckily, after an hour or so, the rain began to taper off, the skies cleared, and the sun came out—we were back at it again. Except for some high temperatures, it was a beautiful afternoon for flying.

Sunday morning started off with rain right from the get-go. I arrived at 8:00 a.m. again to join around 12 others in the storage and charging tent. There wasn't any shortage of cell phone radar images—all showing that it would be clear, if we could just wait a little while. Just like Saturday, the rain tapered off and the skies cleared. This allowed the aircraft to once again take to the skies.

Each day included some scheduled demonstration flights organized by Armin Weber. Several groups of warbirds took to the skies both days. Aircraft represented included the P-51 Mustang, F-4U Corsair, AT-6 Texan, PT-19, Ju 87 Stuka, A-1 Skyraider, P-40 Warhawk, and Bf-109 F2. Eric Carl, of Robart Mfg., and John Fischer flew formation flights with their B-25s.

One of the weekend highlights was Lewis Patton, from Kentucky, and his impressive FeiBao F-15E Strike Eagle. He came to fly, and made several crowd-pleasing flights throughout the day on Saturday. His massive machine



looks and sounds real in the air. Another weekend highlight was Carl Bachhuber and the two large multi-engine aircraft that he brought with him from Wisconsin. He made flights all day on Saturday with his Lockheed L-188 Electra and a Fairchild C-119c Flying Boxcar. The Boxcar had several paratroopers making jumps out of the rear cargo door with each pass Carl made across the field. These beautiful aircraft looked great as they



Carl Bachhuber's Lockheed L-188 Electra is spectacular! The sound of four Evolution 26's singing in harmony can't be beat. 160" w.s., 90 lbs.





Doug Swanson's Hangar 9 Piper Pawnee, has a Saito .82 for power, 80" w.s.



Mitch Marozas, of Chicago puts on a noon-time helicopter demo flight

flew smooth, scale-like circuits around the field.



John Roth's Jet Legend F-15 with a Jet Cat P-120 turbine and Jet Legend retracts



Along with Lewis Patton, Greg Wright and Dave Murray kept the jet fans satisfied with multiple turbine-powered jet flights. Greg flew his Bandit ARF and F-100D, and Dave Murray flew his L-39 with smoke. Matt Brustle demonstrated 3-D stunt flight with his Extreme Flight Yak 55 profile. Chris Gini put on a 3-D freestyle routine to music with his TOC 35% Extra 260. There was a combat demonstration with several combat SPADs buzzing around trying to cut each other's streamer tails off. Mitch Marozas put on an impressive 3-D helicopter

Merlyn Graves' Corsair weighs 34 lbs., spans 93", has Robart retracts and a Quadra 75 for power



flight. Piotr Niedoba flew his giant 50%-scale Christen Eagle. This beauty was featured at the front of our Swedish Days parade float back in June. There was a group 40%-scale aircraft that performed a synchronized aerobatic/3-D flight demonstration. These giants performed various maneuvers such as spins, hammerheads, point rolls, and hovering.

BVM Bandit ARF by Greg Wright, 69" w.s., Jetcat P-80SE, 22 lbs. thrust



Sal Perno flew his E-flite Beechcraft Bonanza 15e, 3S 3200 mAh battery, Power 15 motor, E-flite electric retracts



John Fischer's B-25 Mitchell is a kit-bashed Kondor Model Products kit. It's patterned after the full-scale B-25 Yellow Rose, a North African WWII general transport.



Yellow Aircraft 1/5th scale P-40 Warkawk by John Fischer
D.A. 50 engine, 86" w.s., 28-1/2 lbs.

Several pairs of sunglasses and a few vouchers for 50% savings were donated by Model Glasses, which were given away as pilot prizes. This author was one of the lucky winners of a pair of sunglasses—thank you Model Glasses! There was a 50/50 raffle which was open to anyone who wanted to purchase tickets. Each day the winner's prize amount was over \$100.

I'm happy to report that the weekend was virtually incident free. I'm aware of only two occurrences: An Ultra-Micro Beast was shredded by a 32" propeller, and an F-15 turbine had one of its main gear refuse to come down, which resulted in a grass landing with minor gear damage.

If you happened to miss this year's Festival, fear not—it's on the schedule for next year. Mark your calendar for July 21 and 22, and come to the 2012 Fox Valley Aero Club Festival of Flight. See you there! ✈️



AT-6 Texan flown by Steve Gawlik. It's a Byron kit with an 88" w.s., G 62 for power, and weighs 25 lbs.



Ross VanDorpe flew a helicopter demonstration for the crowd on Sunday



Bf-109 F2, by Chuck Hamilton of Bremen, IN. It weighs 18 lbs., has an 84" wingspan, Fox 2.4 for power, and Robart retracts



FROM THE EDITOR Doug Swanson-newsletter@foxvalleyaero.com

Where's the summer gone? August—are you kidding me? I've tried to cram a whole summer's-worth of IMAC practice into the last two weeks. Doesn't work.

Our IMAC contest is being held this weekend. This is where we take replicas of full-scale aerobatic designs and fly aerobatic sequences made up of scale maneuvers. If you're interested in seeing large-scale

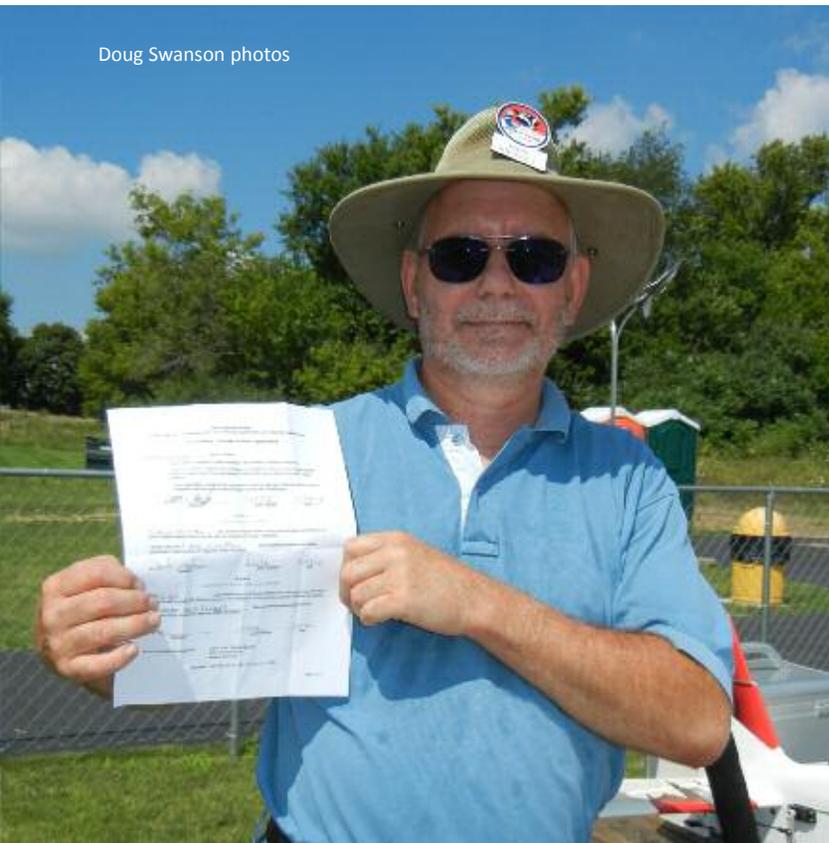
aircraft being guided by some highly-skilled pilots, come on out to see what it's all about. Watch a few rounds (flights) of the beginner class, Basic. You'll get an idea of how the contest works; and see what the maneuvers should look like. I encourage anyone to give IMAC a try. It's probably too late to get the practice in to fly at this year's contest, but plenty of time to work on your skills for next year. Ask any questions of me, either at the contest or afterwards, and I'll be glad to help.

Did you know that the Fox Valley Aero Club has a new jet-jock? Mark Knoppkie received his turbine waiver over the Festival weekend! I was there for his first "solo" flight last weekend. Nice job, Mark.

See you soon, Doug



Doug Swanson photos





SECRETARY'S REPORT

Tony Sokol
secretary@foxvalleyaero.com

Fox Valley Aero Club
General Meeting Minutes
July, 14, 2011 @ FVAC Field

Minutes taken by BoD member **Dennis McFarlane** for Secretary **Tony Sokol**

Meeting called to order at 7:42pm by President **Tom Spriet**

Treasurer Paul Jacobs reminded all members the Club's financial records are available for any club member to review. Paul advised the **Festival of Flight** is well underway with regards to planning and organization. Paul reported there have been several expenses for the Fest, primarily the charging tent and golf carts. Paul put out a request for help with parking and pilot registration. Parking is under control, but there were no volunteers to assist with pilot registration.

President Tom Spriet mentioned the Geneva Swedish Days Parade was a big hit. Tom added that the Board of Directors has voted to purchase the hay wagon used as the float base for future events of this nature.

Member **Eric Karl** presented the club with a check for \$500 from Robart Manufacturing Inc., specifically to assist with the expense of the Fest's charging tent. Eric also reported on the condition of member **Doug Scatterday** who was involved in a motorcycle crash while riding to Kentucky Jets with **Dennis Crooks**.

Member **Dan Knippen** updated the club on the status of the annual **Chicagoland IMAC Challenge**. The event is scheduled for August 6 & 7, 2011.



Kevin Kessler photo

Since the meeting was held at the flying field, President Spriet requested the meeting be kept brief to allow for some late-evening flying.

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Kevin Kessler photo

John Fischer's B-25 Mitchell is a kit-bashed Kondor Model Products ARF. It features a full scale cockpit, flaps, gear, and navigation lights. Power comes from a pair of Saito FG 20 gas engines; guidance by JR; weight: 35 lbs. The full-scale subject resides with the Commemorative Air Force in Midland Texas.

[continued from previous page](#)

Two airplanes were presented to the club for review. **John Fischer** explained construction on his highly detailed scale B-25 project. **Eric Karl** showed his "built from sticks" Turbinator Turbine design. Eric added at the end of his presentation to never cover an airplane in chrome MonoKote, as it disappears in flight.

There being no further business, the meeting was adjourned at 8:12pm.

Dennis McFarlane



Chuck Hamilton photos

Eric Karl's Turbinator

Plans:	Nick Zirola Plans short kit	Wing Span:	72"
Power:	Funsonic FS52X 13 1/2 lbs. thrust	Length:	80"
Retracts:	Robart w/RoboStruts	Weight:	19 lbs.
Brakes:	Robart Compact Unibrakes		
Radio:	Futaba 12Z TX, Futaba 6014 RX & Futaba Servos		
Covering:	Red & Chrome MonoKote finished & covered by Gary Ernst		





Meet the Members by Flypaper editor Doug Swanson

There are over 200 members of the Fox Valley Aero Club. Even when I talk with members that I “know”, it never fails that I find out something interesting about them that I didn’t know. The *Flypaper* will highlight FVAC members in a feature called “Meet the Members”.

Chris Nelson

FlyP: How long have you been involved in the hobby?

Chris: 15-plus years

FlyP: How long have you been a member of FVAC?

Chris: 3 Years

FlyP: Please give a history of your R/C Aviation past.

Chris: I learned to fly at the “Checkerboard” field located in Maywood, IL. Was a member there for about 3 years. I moved to the Schaumburg area, where I was introduced to “Chicagoland Radio Control Modelers”, who flew out of Busse Woods Forest Preserve. I belonged to this club for about 10 years. As a member, I was fun-fly director and Banquet chairman for several years. I started flying 35-40% airplanes, and felt it was in my best interest to fly at a larger field—hence, FVAC. So far, I’ve met a lot of great people. Great club!

FlyP: Are you involved with full-scale aviation? If so, please elaborate.

Chris: Nope. But when I was in my teens and early 20’s, I considered obtaining a full-scale helicopter license. I watched a lot of Magnum P.I. and thought it would be pretty cool to give helicopter tours in Hawaii.

FlyP: Are you forced to work to pay for this hobby? If so, what is your occupation?

Chris: I work for a small technology company that provides IT support for schools, and web-based reading/math interventions for struggling students. My job is to provide inside sales and customer support for the Midwest region. I can say, I really enjoy what I do.

FlyP: What are you flying currently?

Chris: 40% Carden Extra 330

FlyP: Do you have any current or planned aircraft projects?

Chris: I have a Bud Nosen Cessna 310 that I need to get in the air. Also, a 35% QQ Yak, and I have my eyes on a 43% Carden Extra.

FlyP: What is/was your favorite model aircraft?

Chris: Tough question. B1’s, B4’s, Corsair, and of course the P47.

FlyP: What is your favorite full-scale aircraft?

Chris: P-47 Thunderbolt and Corsair

FlyP: What are your interests beyond model aircraft?

Chris: My two daughters, football, golf, exercising, travel, reading (non-fiction), motorcycles, and learning to cook ☹️.



SHOTS FROM THE FIELD

Photos by Doug Swanson



Piotr Niedoba with one of his 'miniature' aircraft—an Exclusiv-Modellbau Ultimate powered by a 3W-106 with a 27x10 prop.



Jason Flowers, Nitro Planes Bobcat 50 with a Super Tigre .75



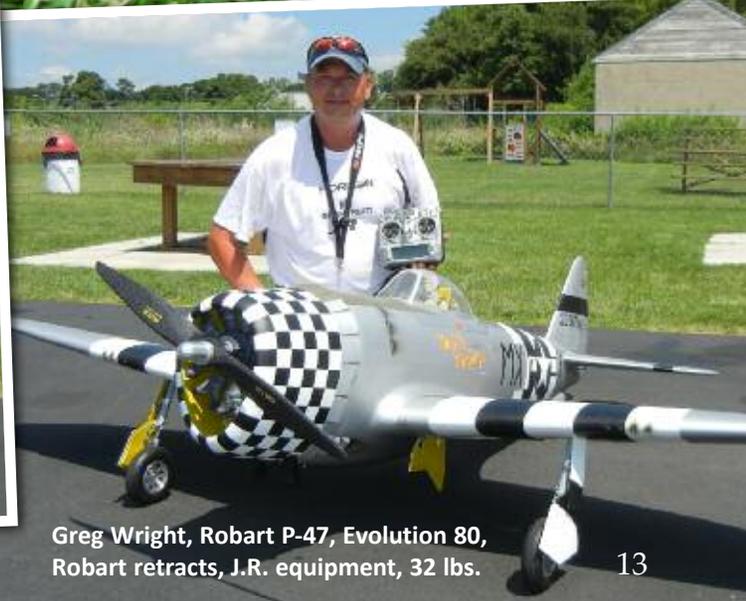
Matt Brustle, Goldberg Edge 540, Y.S. 1.20



Ron Kostus, Hangar 9/Carden Yak 54, DLE 55



Paul Makowski, Great Planes Ultimate, ZDZ 50



Greg Wright, Robert P-47, Evolution 80, Robert retracts, J.R. equipment, 32 lbs.



FIELD CHAIRMAN'S REPORT

Greg Bohler—gbohler@sbcglobal.net

Finally I have gotten to spend some time out at the flying field. The week before the event I actually got to do some flying. I was happy to learn that I still could do that.

I had about 8 or 10 guys come out and help with set up for the festival. We knocked it out in no time. Everybody lost a few pounds sweating but we were still done by 11AM. Thank you to everyone that helped. Friday was spent waiting for vendors and early arrival pilots. We also got a few flights in ourselves.

After the long dry spell we had, the rain gods decided our festival week end was the time to give us some relief. Even though we had some night time storms and morning rains we still had some really cool visitors and planes. The afternoon flying was great. We got to see and fly everything from micro foamies to about 18' wingspan airplanes. There was definitely something there for everyone. Our spectator count was down but we had a great time anyway. Thanks to everyone that participated.

The middle of the afternoon on Sunday I started to take down some of the barriers and things we use to run our event. There were still a lot of pilots flying but doing this at that time did not disrupt them and guaranteed me help while our pilots were still there. A couple guys jumped in to help. I got the very pleasant surprise of being joined by a group of pilots wives including Dorie Jacobs, Cindy McFarlane, Karol Spriet, Mrs. Brustle, Mrs. Gabrys, and I believe Mrs. Sokol. Sorry Ladies for those of you who's first names I drew a blank on but it is quite late while I am writing this and my brain has quit working. I do remember Karol Spriet

telling me that you are all tough and can handle doing this work and then went on to prove it. Thank you all very much for your help and it was certainly my pleasure to be able to work with all of you.

The field is temporarily back to normal. August 6th and 7th we will be hosting the IMAC contest. If you can fit it into your schedule, please stop out and offer Dan Knippen a hand.

I saved the hot topic for last. As has become normal for us, the area behind the pavilion that is always rock hard and bare of grass received enough rain at show time to turn it into a muddy mess. Seems like it always works out that way for us. At the next board meeting we will discuss solutions to this problem.

Once again, the month of July was a busy month for us. Many people came out and helped with every single task that needed to be done. Even though some of the projects are not always pleasant, everyone seems to enjoy doing them together. There is always a lot of laughter and joking around. You are the people that make me happy and proud to be part of this club.

See you at the field,

Greg Bohler



Phoenix Models Edge 540 46 ARF
PMMA0360

2011 Fox Valley Aero Club Calendar of Events

August 6 & 7	Chicagoland IMAC Challenge	FVAC Field
August 11	FVAC Member Meeting	6:30 Board 7:30 Regular at FVAC Field
September 8	FVAC Member Meeting	6:30 Board 7:30 Regular at Township Hall
October 13	FVAC Member Meeting	6:30 Board 7:30 Regular at Township Hall
October 23	Fun-Fly & Turkey Fry	10:00 AM FVAC Field
November 10	FVAC Member Meeting	6:30 Board 7:30 Regular at Township Hall
December 2	Annual Christmas Party	Hilton Garden Inn

Past Events of 2011

January 1	First to Fly Fun Fly
February 26	FVAC Annual SWAP
April 30	Member Work Day
May 27 & 28	Classic Pattern Contest
June 4 & 5	FVAC Pattern Contest
June 11	Kids Day
June 12	Fun-Fly & Pig Roast
June 17 & 18	Al's Helicopter Fun Fly
July 23 & 24	Festival of Flight



O.S. GT33 Gas Engine w/Muffler
33cc/4.384ci RE
Carb 38300





CHIEF FLIGHT INSTRUCTOR'S REPORT

Dan Compton
trainu2fly@comcast.net
630-664-6426

Training has seen some increased activity lately with several of our members coming to receive some stick time and hopefully get closer to that day when it is time to cut the cord.

Mike Raynes has been getting some help from Alan Galle and me and is flying around quite well. The next step for Mike is to begin getting experience with takeoff and landings. Good luck Mike.

Doug Swanson photo

Dan and Mike Raynes



Tom Ruthing is doing great and with a small amount of stick time should be ready to solo soon.

Jeff Koehler has been flying his foamy cub. It is a terrific looking plane with big black foam wheels. If you see Jeff, say Hi and be sure to have him show you his plane.

Scott and J. Lynne Paley took the week off from work and have

Kevin Kessler photos

Dan helping Scott and J. Lynne Paley



spent most mornings at the field getting some flying experience. Both Scott and J. Lynne are doing great and are now able to fly around quite well. Keep up the good work.

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Doug Swanson photo

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One prospective member, Sean Murphy called and asked if I could take a look at his plane. He has purchased a used Sig LT-40 which is in great shape. We set up the plane and looked it over to make sure everything was in good working order. We found one of the hinges on the rudder to be loose and with a little C/A was ready to see how it flew. We started the plane and I took it for a test flight and let Sean fly around for a while on the buddy box. He was so happy to see that everything was in working order. Sean plans to become a member in the near future.

If you see these trainees at the field, introduce yourself and say hello.

FOX VALLEY AERO CLUB INSTRUCTORS

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Chicagoland Fox Valley IMAC CHALLENGE 5

Fox Valley Aero Club Field
3821 Karl Madsen Dr., St. Charles, IL

August 6th & 7th, 2011
www.foxvalleyaero.com

All classes flown—Basic through Unlimited
1st through 3rd place awards in each class
Freestyle will be flown Saturday after competition

You must be an AMA member to compete

\$30 - IMAC members

\$35 - Non-IMAC members

Pre-register at the IMAC website - www.mini-iac.com

50' x 800' Asphalt Runway (East-West)

On-site Camping (no hookups)

Food available on-site

Contacts:

CD: Dan Knippen - dknippen@sbcglobal.net (630) 669-3584

CC: Dave Genovese - (630) 901-1109

CC: Doug Swanson - newsletter@foxvalleyaero.com (630) 202-1058

Schedule

Saturday: Registration begins: 7:30
Pilot's meeting: 8:45
Wheels up: 9:00
Freestyle following competition

Sunday: No flying before: 8:30
Pilot's meeting: 8:45
Wheels up: 9:00
Awards following competition

